graphs. The undersigned are gratified in being able to nounce to the public, that arrangements have een made by which all the leading teiegraph lines in the West and South and Northwest have been united in business interests. The New Orleans and onited in business interests. The New Orleans to Pittsburg; the Peoples' line, from New Orleans to Pittsburg; the Peoples' line, from New Orleans to Louisville; the two wires, Louisville, Cineinnati and Pittsburg line, and the Western line from Wheeling and Pittsburg to Baltimore and Washington City, are all direct parties to the contract, securing these arrangements

The union brings the Morse and O'Rielly offices in

The union brings the Morse and O'Rielly offices in this city, and all other cities on the lines named, together. In this city the Morse wires are removed to the O'Reilly office, which will hereafter be known as the National Telegraph Office.

While we expect these arrangements will enhance the value of the property of the several companies, we know the public will be better served in consequence, without any increase of expense.

The lines connected directly by this union, connect also indirectly with wires extending over thousands of miles, and embracing within their iron arms almost every city and large town in the United States

States Perhaps there is no lines of equal extent in the world or working together with equal harmony, as those radiating from the National Telegraph Office here and elsewhere. Their chartered names are as

1 The Pittsburg, Cincinnati and Louisville Telegraph Company
2 The Ohio and Mississippi Telegraph Company

-Louisville to St. Louis
3 The St. Louis and Chicago Line, having an arm to Galera, and another from Chicago to Mil-

arm to Galeta, and another from Chicago to Milwaukie.

4 Shaffner's Line to Fort Leavenworth.

5 The Nashville and St. Louis Telegraph Company.

6. The New Orleans and Ohio Telegraph Company, embracing all the towns of the Ohio and Mississippi rivers.

7 The People's Telegraph Line to New Orleans.

8. The Ohio, Indiana and Illinois Telegraph Company, connecting the cities of the Wabash and Miami rivers.

9. The Cincinnati and Sandusky Line.

10. The Lake Eric Telegraph Line.

*
11. The Atlante and Ohio Telegraph Line, Pittsburg to Philadelphia, with two wires.

12 The Magnetic Telegraph Company, New York to Washington, having seven wires

13 The Western Telegraph Company, Baltimore to Wheeling and Washington. Basington, having seven wires.

14. The Merchant's Line to Boston, with three wires.

to Wheeling and Washington.

14. The Merchant's Line to Boston, with three wires.

15. The Boston and Portland Line.

16. The Portland Halifax Line.

17. The Madison and Indianapolis Line.

Embracing in all 10.824 miles of wire, and transacting business with harmony and success.

A message delivered to our office in this city to any point on the various lines is more certain to reach its destination promptly than over any other wires. With three wires South as far as Louisville, and two from thence to New Orleans and all intermediate large cities, including Memphis, two to St. Louis, two to the lakes direct, and others by divergent routes: three to Pittsburg and the Eastern and Northern cities. The duplicate and triplicate wires generally running over different routes, it is hardly possible they should all be down at the same time. Hence we can promise, with a confidence never heretofore felt by ourselves, a degree of dispatch, certainty and accuracy, in the transaction of business entrusted with our offices, which will make telegraphing quite as reliable a mode of communication as any other which can be employed.

It should be known by the public that no Southern telegraph business can be done in this city, except through the National Telegraph office; and that every point beretofore reached through the Morse and O'Reilly offices separated, will now be reached through the one office. The former customers of the Morse office are, therefore invited to continue their custom through the National Telegraph Office.

W. Tanner, President New Orleans and Ohio Telegraph Company.

W. Tanker, President New Orleans and Ohio Telegraph Company.

James D. Reid Superintendent of the range of lines from New Orleans to Philadelphia and New York

H. Bishor, Superintendent of Lake Erie Telegraph Line.

By the above, says the Cleveland Plaindealer, of the 16th inst., which we take from a Ciocinnati paper, it will appear that telegraphing is fast becoming systematized in this country—a great desideratum surely. This consolidation of the O'Reilly and Liorse lines marks a new era. The O'Reilly line scens to absorb the Morse, as by the above announcement it is seen that the seven lines centering at Washington are more or less controlled by O'Reilly. Four distinct and separate offices in New York city, are entirely controlled by this line, and most of the telegraphing in the West and South

This speaks volumes for the enterprise of that gentleman and his trusty superintendents. The next we shall hear of O'Reilly, he will be flashing intelligence back from the shores of the Pacific.

United States Steam marries

(From the Uncinnati Gazette, June 18.)

In all that concerns the use of steam, in locomotion, the United States are now far in advance of any other nation. The subject has become, thorefore, one of immense magnitude, and of corresponding importance to the ration. To have all the material facts for proper legislation before them, the Senate in May, 1850, passed a resolution requesting Mr. Cowin, Secretary of the Treasury, to report the number, tonnage, arews, kind of steam, and number of passengers, of steam vessels, for the United States, for the year ending July 1, 1851. The Secretary appointed intelligent agents to procure this information, and has transmitted to the Senate (in the report new before us a second testing the statement. (in the report now before us.) a complete statement, in all essential or interesting particulars, of the entire steam marine of the United States. This report is of great interest to all commercial men, as it contains agreat body of information on the subject of insurance, losses, hazards, human movement, &c Weregret to say that the Senate, inadvertently, we presume, made no order for extra copies, so that those who desire to see it, must make interest with some member of Congress. We can here only extract some general facts, which may be of general interest. We shall present these facts in the order the Senate called for them. To make these facts more clearly understood, and especially in reference to the trade and commerce of different sections of the Union, the coast was separated from the interior and those areas and these areas and the areas are also as a superior and the areas are also areas and the areas are also are also are also areas and the areas are also are al the Union, the coast was separated from the in-terior, and then again subdivided, as will be seen

I NUMBER AND TONNAS		
	iumber.	Tonnage
Atlantic Coast East of Florida Cape	465	154.270
Julf of Mexico, from Cape Florida to		
Rio Grande	100	23 244
Pacific Coast	51	34.985
Mississtppi River, exclusive of the Ohio	10 mm.	10.000
Basto	253	67 957
Obio River and Basin	348	67,601
Samin of the Northern Lakes	164	69,168
	-	****
Total		416.226

This was the aggregate steam marine of the Uni-ted States on the 1st of July, 1851, subdivided into the following classes:—

Ocean Steamers 96 91.475
Prdingry Steamers 1045 275.000

Number. Tonnage

Propellers 119	27 974
Ferry Bouts	22744
The average toppage of steamers	of different
ilasses are as follows:-	
	tous average
	do. do.
Prdinary Steamers on the Lakes 503	
Ordinary Steamers on the Rivers 235	
Propellers on the Coast	
Propellers on the Lakes	
It must be observed, however, that	
tonnage of ocean steamers has been inc	reasing very
rapidly the last two years, so that the a	verage of all
our ocean steamers is now more than	
Indeed not more than one in four of	
steamers now built is under 1,500 tons	
the 1st of July, 1851, when the report	
and the present time, more than thirty of	
ers (not included in the report,) have t	een built or
finished. Of these we may mention t	
at the arrival to the state of	

the City of Pittsburg, the Golden Gate, the James Adger, and namerous others.

The steam tonnage of the United States is now more than double that of Great Gritain—a great many of the British steam vessels being quite small, used only for towing In 1884, Great Britain had less than 500 steam vessels In 1851, she had 1.184, of about 180,000 tons. The steam townage of the United States as stated above, is over four hundred

ousand tons.
The distribution of steamers in the valley of the

The distribution in the valley of the Mississippi

The distribution in the basin of the mass was acfollows, viz.

District of Burlington, 11; Plattsburg, 6; Ogdensburg, 4; Sackets Harbor, 1; Oswego, 9; Rochester, 2; Ningara, 1; Buffalo, 42; Presque Isle, 7; Cleveland, 13; Sandusky, 1; Toledo, 4; Detroit, 47, Michilimacinack, 12; Chicago, 4.

The counter or cach lake was—

47. Michilimacinack, 12; Chicago, 4.

The number on each lake was:—
On Champlain, 17; Ontario, 17; Erie, 114; Straits,
12; Michigan, 14.

The distribution of steamers in the principal States
of the Union was as follows:—
New York, 196; Pennsylvania, 172; Ohio, 129;
Miscouri, 131; Louisiana, 113; Alabama, 80; Virguia, 74; Keatucky, 61; New Jersey, 56; California 61; Massachusta, Connecticut and Maine, 83

More than half the steam marine belongs to five

States—New York, Ponnsylvania, Ohle, Misseuri, and Louisiana.

II Craws —The officers and crews of steamers on the coast were distributed as follows, vis:—

Ocean steamers, 4,548; ordinary steamers, 6,311; propellers, 542; ferry boata, 369.

Average crews of ocean steamers, 47; of ordinary steamers, 16; of propellers, 8; of ferry boata, 5. The crews of each of the Colfins line of steamers number 135; of the Havre line, 92; and of the Chagres line, from 50 to 100—the Georgia having 112

The officers and crews of the interior steam marine

The officers and crews of the interior steam marine were thus:—
Mississippi Valley, 6,114; Ohio Basin, 8,338; Lake Basin, 2.855.

Adding these to those given above, and we have 29.057, as the total number of officers and crews employed in steam navigation.

Ill Lesses or Boars and Lives.—The report shows that of the steamers of the interior, on the lakes and rivers, there were lost, in the single year 1851, 118 steamers, and 495 lives. We cannot here analyze the causes of these disasters—one of the most interesting things connected with this inquiry—but we may note that one tenth part of the whole number of steamers in the interior were destroyed in a single year, and that this is altogether outside the ordinary were rand tear.

Of all the steamers in the United States, one-tenth part are annually destroyed by fatal accidents, and, if this goes on for ten years, there will be in that time fourteen hundred steumers and seven thousand lives destroyed by steamboat accidents? This is a contemplation of future evil which may well attract the attention of government and philanthropists. Surely it is not necessary that thousands of lives should be destroyed by accidental burnings and explosious, caused by carelessness or ignorance, in steamers. It is not steam that causes the ovil, for look at our railways, where the steam locomotive traverses thirty miles an hour with comparatively few accidents. It is the lamentable disregard paid by the owners and captains of the second-rate boats to the safety of life or property.

We intend, in a future article, to glance at the causes of loss—the amount of property destroyed—the insurance risks—and that most interesting subject, the human movement of the United States, one of the most important topics of inquiry to all railway companies and steamboat owners. The report not being directly on that subject, is, of course, not complete as to that branch of the inquirry. But it embraces a much larger body of facts than can be found in any other document on that subject.

In conclusio

subject.

In conclusion, we add that the present Secretary of the Treasury. (Mr. Corwin.) has the honor of giving to the public more valuable reports and statistics than has been done by any one since the days of Hamilton.

Disclosures from the interior, with Important Prediction and Warnings!

"Be ye not deceived, God cannot be mocked! Whatsoever a man soweth that shall he also reap! He that soweth to the flesh, shall of the flesh reap corruption; he that soweth unto the Spirit, shall of the pirit reap life everlasting to be revealed in this last time!

"Many will say, Lord, Lord, have we not made profession of belief in thy name? And the Lord shall say unto them, Depart, I never know yu!! I was hungry, and ye fed me not; I was naked, and ye clothed me not; sick and in prison, and ye visited me not. And they shall say, Lord, when, when, when did we not these things unto thee? And He shall say unto them, Inasmuch as ye did it not unto the leas of these, my little ones, ye did it not unto me!

"We, we, we, unto the rebellious generation, that

the least of these, my little ones, ye did it not unto me!

"Wo, wo, wo, unto the rebellious generation, that draweth nigh unto God with their lips, but their hearts, their hearts are far from Him!

"Let not your hearts be troubled, neither let them be afraid. Behold! the Lord cometh; and his reward is with Him. His messengers go forth into all portions of the world—even unto the four winds of the firmament.

"Prepare ye! O, prepare ye!! O, prepare ye!!! for He who will come, saith, 'Surely, I come quickly!' 'Fear not, little flock, for it is your Father's good pleasure to give you the kingdom.' Cry aloud and say: O ye criers in Zion, Great is the Hely One of Universes in the midst of thee! Lift up thing eyes unto the hills from whence cometh thy help!

help!
The New Jerusalem descendeth out of Heaven, unfolding among them. Despise not my little ones, saith the Lord: for it were better that a millstone sath the Lord; for it were better that a millstone were tied about the neck of the opposer, and that he be cast into the abyss of waters. Despise not ye this mode of manifestation that I have chosen; for lo. I stand at the door and knock; if any man hear my voice and open unto me, I will possess his being, and abide in him, and he shall not be hurt of the second death.

"O, destruction draweth nigh! The armies of Applyon arising in the snock of torment account.

"O, destruction draweth nigh! The armies of Apolyon, arising in the smoke of torment, encompasseth the City of external greatness and prosperousness. Yet a little while and the sons of men, who do not become purified, in the casting out of all inequity shall be given up unto their sins:—and lo, it shall come to pass in that day, saith the God of Universes, that your houses and your chambers of festival, and your chambers of marriage, shall be filled with the spirits of the pit of evil: and ye who resisted God shall be given up unto the hardness of with the spirits of the pit of evil: and ye who resisted God shall be given up unto the hardness of the heart. Let no man despise these words, for as God liveth he shall render an account in judgment! And now while the Spirit maketh intercession, with groans that cannot be uttered,—yet while the Spirit pleadeth;—yet a little longer—humble yourselves—purify yourselves—consecrate yourselves, and be converted; that ye may be partakers in the resurrection of the just.

"O, the Vision of terror cometh! And the day of destruction draweth night! The arrow is in the

"O, the Vision of terror cometh! And the day of destruction draweth nigh! The arrow is in the bow! The trumpet is in the hand! The storm poureth from the vial! The Sun of prosperity turneth into night! The moon of health turneth into the curdled blood of corruption! The stars of human glory are cast down from their firmament! The islands of Government go dowt beneath the sea! The mountains of riches are east into the gulf of want! Babylon, the great City, the mother of abominations, cometh to nought! Spirits of just men made perfect testify these things unto you. Spirits of evil, alone, cry peace, peace and safety, and progression, and gloriousness. For, for peace cometh, the sword; and for progression cometh judgment, and for gloriousness cometh ghastliness of dying!

"Lo, the deluge, it poureth from on high! Lo, the pestilence, it wingeth from afar! Lo, the famme, it floateth on wings of swiftness! He that, being disobedient, escapeth the pestilence shall fall by the famine. He that being disobedient, surviveth the sword, shall fall by the lightning! But he that being obedient, suffereth tribulation, shall never die! Thus is testimony given, and thus shall be fulfilment made."

**The above extremely momentous, thrilling,

The above extremely momentous, thrilling, and extroardmary communication—to which it will be the height and depth of wisdom in all mortals to take heed thereunto—was given from the Interior, by a Spirit Messenger from Paradise—through a chosen Medium—on Friday evening, January 16, 1852 &—"Blessed and holy is he that hash part in the first resurrection: on such the second death hath to power, but they shall be priests of God and of Christ, and shall reign with Him a thousand years "—(Rev. 20: 6) "Blessed are they that do His commandments, that they may have right to the Tree of Life, and may erter in through the gates into the City" "He which testifieth these things saith, Surely I come quickly: Amen. Even so, Come, Lord Jesus "—Rev. 22: 14-20.)—ED.

Hark my soul, it is the Lord. The above extremely momentous, thrilling.

Hark my soul it is the Lord. The thy Saviour hear his word; Jesus speaks, and speaks to thee; "Say, poor sinner, low'st thou me? I delivered thee when bound, And when wounded healed thy wound; Sought thee wandering, set thee right, Turned thy darkness into light. Can a mother's tender care Cease towards the child she bare' Yes, she may forgetful be, Yet will I remember thes. "Mine is a redeeming love, Higher than the heights above, Deeper than the depths beneath, Free and faithful, strong as death. "Theu shalt see my glory soon, When the work of grace is done; Partner of my throne shalt be— Say poor sinner lov'st thou me? Lord it is my chief complaint, That my love is weak and faint. Yet I iou thee and adors; O for grace to love thee more:

A PEVELATION, GIVEN IN LETTERS OF PIRE!

"Far above the power of sin a storm is gathering that shall sweep away the refuge of lies. Come out of her, U. my people! for their sun shall be darkened, and their moon turneth into blood, and their stars shall fall from their heaven. The Samson of strength feeleth for the pillars of the temple. Her foundation already moveth. Her ruin stayeth for the rescue of my people.

"The City of Refuge buildeth as a hiding place and a shelter; as the shadow of a great rock in a weary land; as an asylum for the afflicted; a safety for those fleeing from the power of sin which pursueth to destroy. In that menntain my people shall rest secure. Above it the cloud of glory descendeth. Thence it encompasseth the saiats. There

eth. Thence it encompasseth the saints. There angels shall ascend and descend. There the soul shall feast and be satisfied. There is the broad and the waters of life. 'And in this mountain shall the Lord of hosts make unto all people a feast of fat things, a feast of wines on the loss, of fat thingsfull.

of marrow, of wince on the loce well reduct. And He will destroy in this mountain the face of the covering cast over all people, and the will that is spread ever all nations. He will swallow up death in victory; and the Lord God will wipe away tears from off all faces; and the rebuke of His people shall He take away from off all the earth:—for the Lord hath spoken it. And I will defend Zion, for she is my chosen. There shall the redoemed descend. There shall my people be made one. There shall the glory of the Lord appear descending from the tabertacle of the Most High.

"[The end is not yet.]"

"You are the chosen. Go, bear the repreaches of my people. Go without the camp. Lead in the conquest Vanquish the foe. As ye have been bidden, meekly obey. Paradise hath na need of these things ye love so dear. For earthly apparel, if obedient, ye shall have garments of righteousness and salvation. For earthly treasures, ye shall gather grapage from your Maker's throne. For tears, ye shall have jewels as dew drops from heaven. For sighs, notes of celestial melody. For death, ye shall have life. For sorrow, ye shall have fulness of joy. Cease, then, thine carthly struggle. All ye love, of value, ye shall still possess. Earth is departing. The powers and imaginations of men are rolling together like a scroll. Escap the wreck ere she leaps into the abyes of we. Forget not each other. Bear with each other. Love each other. Go forth as lambs to the slaughter. For lo, thy King cometh, and ere thou art slain he shall defend. Kiss the rod that smites thee, and bow chastened at thy Maker's throne."

AT The above Sublime Heavenly Mandate and Commission, was given to the leader of the Auburn Girele last fall—about "the time of the first ripe grapes"—(Num 13: 20) It was given in letters of flaming gold, in space, one word at a time, till the whole commission was communicated and transcribed! And about the first of Outober, the twelve spies started "to spy out the land"—led by Spirits through Ohio into the interior of Virginia, to Mountain Cove, in Fayette county, where the Spirits ordered them to stop and locate—it being the place referred to in the "Commission"! This mountain is, probably, the place for setting up the Kingdom of God.—(Dan. 2: 44) Also the place for establishing the Lord's house in the top of the mountains.—(isa 2d chap, and Micah 4th chap) And a place for "lifting up an ensign on the mountains"—(isa 18: 2.) Here, it would seem, the New Jerusalem is to be unfolded and formed—and Paradise restored—within the time of the Millennial Reign of Christand in Saints upon the earth! Praised be then ame of the Lord for ever and ever. Let every creature praise Him. Amen.—ED. The above Sublime Heavenly Mandate and praise Him. Amen.-ED.

How sweet to reflect on these joys that await me,
In you bil-eful region, the haven of rest.
Where glorified spirits with welcome shall greet me,
And lead me to mansions prepared for the blest;
Encircled in light, and with glory en-shrouded,
My happiness perfect, my mind's sky unclouded,
I'll bathe in the occas of pleasure unbounded,
And range with delight through the Eden of Love.

While angelic legions, with harps tuned celestial,
Harmonicusly join the concert of praise,
The saints, as they flock from the regions terrestrial,
In foud hallelujahs their voices will raise:
Then songs to the Lamb shall re echo through heaven,
My soul will respond. To Immanuel be given
All glory, all henor, all might and dominion.
Who brought us through grace to the Eden of Love.

Who brought us through grace to the Eden of Love
Then hail, blessed state! hail, ye songsters of glory!
Ye harpers of bliss, descend from above!
And we'll mingle our praise in rehearsing the story.
"Salvation from sorrew, through Jesus's love;"
Though 'prisoned in earth, yet by anticipation,
Aiready my soul feels a sweet prelibation
Of joys that wait me when 'reed from probation;
My heart's now in heaven, the Eden of Love.

Expected Commercial Crash in the United

Expected Commercial Crash in the United States.

[From the Loudon Globe, June 2]
Prudent men, who know the dangers of commercial prosperity, are beginning to look for the first signs of a coming crash in the United States. Its invariable forerunner—a general extension of credit beyond what a due regard to the casualties affecting the fulfilment of all commercial engagements would seem to warrant—has been broadly apparent for some time. The occurrence of some such casualty of sufficient magnitude to produce a movement of distrust in any one of the great centres of credit, is some time. The occurrence of some such casualty of sufficient magnitude to produce a movement of district in any one of the great centres of credit, is alone wanting to bring about a close comparison of pending engagements with the means of meeting them. The result of such a comparison, made, as it would be, in a spirit much less sanguine than that in which many such engagements have been, and are being, entered into, would probably end in marking, pretty accurately, the present deviation, if any, from the line of legitimate and prudent speculation. It is not our purpose to excite alarm, but to forestal it. It is to the want of such a comparison as we allude to, made in time, that pecuniary difficulties, individual and national, are notoriously and almost invariably due. Whence—more especially as nothing is yet in view indicative of imminent langer, or of difficulty in withdrawing graduelly and without loss from ventures not soundly based—such present discussion of the subject as may prompt timely attention, and so avert any occasion for alarm, is now, more than at any other time, likely to preve profitable. And our interest in the ovarmerial condition of the United States is more than sufficient to justify its careful examination here.

to prove profitable. And our interest in the conmercial condition of the United States is more than
cofficient to justify its careful examination here.

In some respects the monetary speculations of the
United States resemble those of the same country
prior to the disastrous panie of 1837; but they have
a character of their own distinctive enough to deprive the particular proceedent of any special value
as a warning. The native produce of the country
has lately been both abundant and in good demand.
The consequent rapid accumulation of capital in the
hands of an cuterprising people, in a country affording extraordinary facilities for enterprise, and es
pecially promping to forms of investment in which
capital becomes fixed, and not susceptible of ready
conversion, must always be a source of danger
The reason is apparent not only in the uncertainty
attending all attempts to bring the future within
the range of present calculation, but more strikingty in the aptitude of individual speculators, when
isolaine beyond the means within their own command, to count upon funds aiready reckened upon
by others. As soon as a promise to pay is made, the
fulliment of which is not prohable there is mand, to count upon funds already reckened upon by others. As soon as a promise to pay is made, the fulfillment of which is not probable, there is danger. But speculation does not proceed far before promises are made which are not even intended to be fulfilled. The speculator in shares in a new company, for instance, often takes more than he nopes to pay up; hoping, instead, to sell at a premium to somebody with more capital. But larger capitalists do not wait to take up the venteres of the smaller in numbers great enough to render such hopes reasonable; and not being found when looked for, or pressed by numerous competitors for their aid, the too sanguine originators of the speculation, or those who, with means similarly defective, more been induced to take their places, are compelled to stay expenditure which on the faith of its consistence with the resources of the country had come to be regarded as, pro tanto, a proof of prosperity. At the end of the last year the railways in use in the United States—at the end of twenty years from the time when their consistence with the resources of the resources from the time when their consistence were heard at the end of twenty years from the time when their constraints of the summer of the time when their constraints at the lead of twenty years from the time when their constraints at the lead of twenty years from the time when their constraints and the constraints of the summer of the lime when their constraints and the last of the constraints and the constraints and the constraints are always in the intended to the last of the constraints and the constraints are competitions. resources of the country had come to be regarded as, pro tanto, a proof of prosperity. At the end of the last year the railways in use in the United States—at the end of twenty years from the time when their construction there was begun—had a total longth of 10,814 miles. And we are told that those now in course of construction, extend to 10,900 miles. Italiways in America are made quickly as well as cheaply. Being made quickly, the capital required for their construction is rapidly cailed up; and it is, therefore, anything but unreasonable to assume, from these figures alone, that the capital required to be sunk in railway works and plant within the next three years—and the sinking of which cannot be interrupted except at a loss, the mere contemplation of which would produce a panic in the share market—is equal to the amount so spen; during the preceding twenty years. And this, assuming that the lines already in progress of construction are alone proceeded with, and no others begun till they are completed; an assumption not consistent with the circumstances which have led to this enormous extension of works yielding nothing, though promising much.

Another element of danger is observable in the

extension of works yielding nothing, though promising much.

Another element of danger is observable in the Californian trade. This resolves itself mainly into a sending of all the necessaries and comforts of life from the eastern to the western count of the continent, in exchange for gold. Whether the gold obtained pays for the commodities consumed in origing it into the marke, is a question not yet answered. Assuming that it does, the immediate effect may be allowed to be an increased demand for these commodities, and, so far as the demand may be continuous, a new and legitimate source of profit to their ous, a new and legitimate source of profit to their producers. Its ulterior effects are more questiona-ble. But even now the Californian trade has evible But even now the Californian trade has evidently an incidental effect not conducive to the safety of the American commerce. These who do not go to the "diggings" yet share, more or less consciously, the dreams and the feverish desire to get rich in haste which are carrying so many thousands there in person. The diggers are served with the means of life by others, who through that service share their gains, with much also of their uncertainty. In short, the whole trade, and every operation in it, from the manufactories and warehouses of Boston, New York, and New Orleans, to the stores of San Francisco and the placers, shares the special lative character of the actual search for gold. And thus the gambling spirit, always ready, where money is plenating, to take the lead in the commerce of America, is, at an unlucky moment, prompted to America, is, at en unlucky moment, prompted to dangerous activity by an influence too new and too insideous in its operation to be easily detected or guarded against.

The effect is seen in an exaggerated estimate not

The effect is seen in an exaggerated estimate not only of present income, but of the endurance and probable growth of that income, and an accumulation—particularly visible in the publiched aggregate of railway engagements, but similarly existing, though less visible, elsewhere—of promises to pay based upon these exaggerated estimates. A sober comparison of the promises with the means, made now, for prudence sake, would either say any increase of the former or confirm their (now suspected) expediency. In any event, time must soon force such a comparison.

The arrangements for the accommendation of travellers by the Eric Railroad, for the present season, are very complete, and offer unusual facilities to tourists and pleasure travellers, as well as to those whose business requires rapid transit. Six trains leave the city daily—the first at half-past six in the morning, running express to Dunkirk, and there connecting, without delay, with safe and swift steamers for Cleveland, and for Toledo, the termination of the Michigan Southern Railroad. By the Cleveland line, passengers are taken through by railroad from Cleveland to Cincinnati in thirty-eight hours from New York, and that, too, without loss of sleep. By the Toledo line, passengers reach Chicago in about forty-two hours, over the Michigan Southern Railroad Trains leave Dunkirk for Eric, Pa., several times a day, so that those who prefer travelling by land can take the cars. Pleasure travellers taking this train, and wishing to stopover night, will find excellent hotels at Binghamton, Owego. Elmira, and Corning, and can resume their journey in either of the two trains which pass through those places next morning. Persons going to Niagara Fails or to Buffalo can stay over night at either of the three first named places, and go on next morning, thus avoiding night travel.

The second train leaves at eight o'clock, and stops at all the stations, and affords better opportunities for viewing the magnificent scenery with which the road abounds, than the express trains Passengers by this train can remain over night at the same places as above, and resume their journey in the same way.

A boat leaves at half past three, taking passen-

places as above, and resume their journey in the same way.

A boat leaves at half past three, taking passengers for Rockland and Orange counties, by way of Piermont, the other trains running through New Jersey This route affords a pleasant sail up the North river at an hour when the river scenery is

Jersey This route affords a pleasant sail up the North river at an hour when the river scenery is viewed at great advantage.

The second way train, for all places east of the Delaware river, leaves at a quarter before five, and affords persons wishing to spend the night in the country, an opportunity to do so without loss of business time, and return to the city early next forenon. For the accommodation of those who wish to spend Sunday in the country, and return to their business at an early hour on Monday, a special train is run on Monday morning, stopping at all the stations, and arriving in the city at half past eight o'clock.

The night express train leaves at six o'clock, and connects at Dunkirk with a line of safe and elegant steamers, one of which leaves immediately on the arrival of the train for Detroit direct, arriving there in about thirty-six hours from New York, and connecting there without delay with a train on the Michigan Central Railroad, for Chicago, passing over the whole route from Detroit by daylight. By this train, passengers are conveyed to Canandaigua, Rochester, Buffalo, and Niagara Falls, leaving the main line at Elmira; the trains at that place always awaiting the arrival of the trains from New York. Another line of boats leaves Dunkirk, on the arrival of this train, for all the principal ports on Lake Erie—Erie, Cleveland, Sandusky, &o.

The sixth train is the emigrant and accommodation train, which leaves by steamboat, via Piermont, at 6 o'clock, taking emigrants and second class passengers for all points west.

The trains on the branch roads, which leave the main line at Chester, Great Bend, Owego, Elmira, Corning, and Hornellaville, all run in connection with the principal trains of the Erie road, and afford great facilities for reaching all portions of the south ern part of this State and northern Pennsylvania, as well as the western part of New York. Excellent steamboats ply on the two beautiful twin lakes, Sencea and Cayuga, both of which are reached in a short day's ride, all

The arrangements for travel eastward are equally good as those westward.

In a few weeks, the completion of the Buffalo and New York City Railroad (from Hornellsville to Buffalo) will form, in connection with the Erie road, by some fifty miles, the shortest route between New York and Buffalo, and, before many months, it is expected the passage between the two cities will be made by daylight. Two other branch lines, one terminating at Buffalo and the other at Niagara Falis, are progressing rapidly, and will be finished early next season.

INCENDIARISM IN SAVANNAH .- Savannah has been INCRNDIARISM IN SAVANNAH.—Savannah has been of late infested with a gang of incenduaries, who have kindled fires in all parts of the city. An extra watch has been established, and all possible precaution taken to secure the safety of property, and the detection of the miscreants who have lighted the fires. One man has been arrested on suspicion, but there is no conclusive evidence of his guilt.

Stock Sales.

Phil. Administratory of the Sales.

Phil. Administratory of the Sales.

Phil. Administratory of the Sales of

Resolus Railrond, 15 vm. 42½ Market frm.

Batrinson a. June 21.—Stook Beara—\$1,000 Baltimore and
Olio katirond Benda. 1840 57½; 50 shares Baltimore and
Olio katirond, 82½; 50 Vork and Cumberland Railrand,
time, 21½; 75 do. 16½; 25 dox and 6. 26½; 75 do. 160; 21½;
timore 6°s. 1890, 196½; 51 dox and 6°s. 26½; 75 do. 160; 21½;
timore 6°s. 1890, 196½; 51 dox and 6°s. 26½; 75 do. 160; 21½;
timore 6°s. 1890, 196½; 51 do. 160½ asked: Baltimore and Olio
Railrand Benda, 1875, 88½; 61d, 99 sabed; do. 1890, 97½; bid,
97½ asked; do chares, 82½; bid. 82½ asked; Vork and Cumberland Railroad, 20%; bid. 25½ asked; Baltimore and Susquehanna Railroad, 30 bid. 32½ asked.

PT004. 000 X 417 APP 100 APP 1 Married.
On Sunday evening. June 29, by the Rev. Mr. McCleilan John A. Burn to Many And Gilmone, daughter of Francis Gilmore, Eq. all of this city.
On Tuesday morning. June 22, by the Rev. E. H. Chapin. Mr. Eoward F. Nerses to Miss Isabella A., second daughter of the late Isaac Legaret, both of this city.
On Wednesday, June 16, at St. Peter's Church. Cazenovia Madden county, New York by the Rev. A. P. Smith, Gronge C. Harlingt, of Lyone Wayne county, New York, to Amana. cliest Gaughter of James Dows, Eq., of the former place.
In the City of Washington on Wednesday, June 2, at the Church of the Epiphany, by the Rev. J. W. French, rector. Carsels Browne. Eq. of New York, to Kays Eveleth, daughter of Captain William Maynadier, U. S. army.

Died, In Brooklyn, on Monday morning June 21. Faark Accesses Lieven aged I month and 18 days, only son of Thomas C and Caroline Lloyd.

Linerick popers please copy.
On Monday, June 21, suddenly, John Lawrence Hyen,

Con Monday, June 21, suddenly, John Lawrence Hyer, aged 59 years.

His relatives and friends are invited to attend his funeral, from the reddence of his son. L. M. Hyer, 107 Houston street, this afternoon, at 3 o'clock. His remains will be interred in Greenwood Cemetry.

Orange county papers please copy.

On Tucsday morning, June 22, Caroling, wife of James Kearley in the 53d year of her age.

Her friends and those of the family, also the members of Duane Street Methodist Episcopal Church, are invited to attend her funeral, from her late residence, 12 Laight street, this afternoon, at 3 o'clock. Her remains will be taken to Greenwood for interment.

On Tucsday, June 22 of consumption, Miss Many Frances R. Fitzerhald daughter of Mr P. and Julia Fitzgeriad, and granddaughter of the late Peter Conion, of Monstreven, county or Kildare, Ireland, aged 19 years and 3 mosths.

Fitzgerald and grandaughter of the late received and of Monsteven, county of Kildare, Ireland, aged 19 years and 3 months.

The firends of the family are respectfully invited to attend her fueral, this merning at 9 o'clock, from the residence of her far her. 369 Bowery.

The Dublin Fixense's Journal please copy.

On Monday evening, June 21, Thomas W. Osnors, in the 49th year of his sge.

The fixends of the family are respectfully invited to attend his foneral, this afternoon, at 2 o'clock, from the residence of his mother at Bellport, bong Island.

On Tuesday morning. June 22 after a severe and painful dineas Juna Dwyra, wife of John Dwyer, in the 28th year of her age.

The relatives and friends of the family are respectfully invited to astend her funeral, this afternoon, at 2 o'clock, from her late residence. 75 stobinson street

On Tuesday morning June 22, after a short and severe illness, 6 osnor W. Cor. in the 36th year of his age.

The relatives and Irlends of the family are respectfully invited to attend his funeral, without further invitation, this afternoon, at 5 o'clock, from his late residence, 52 East Fifteenth street.

On Monday evening, June 21 Richard Best.

His funeral will take place this af ernoon, at 2 o'clock, from his late residence by Pineapple street Brooklyn His remains will be taken to Greenwood Cemetery for interment.

On Tuesday morning, June 22, after a lingering liliness,

MARITIMS INTRLLIGHTON.

Marvemon to of Occas Stormerk.

Barm. Luarus Barm Fon
Sarah Sends Liverpool. June 18. Hew-York.

Ringara Liverpool June 18 Section.

Atlantia Lavarpool June 18 Section.

Atlantia Lavarpool June 18 Section.

Atlantia Lavarpool June 18. New York.

Washington Bruman June 18. New York.

Chaptw Man-York June 28. Havana &c.

City of Glasgow Philadephia, June 28. Liverpool.

Baltic New York June 28. Liverpool.

Wast Wind Non-York June 28. Liverpool.

Enropa. New York June 39. Liverpool.

Cortes of New York July 1 Lie & Vargary

Watted States. New-York July 1 Lie & Vargary

Franklin.

New York July 3. Havra.

Northern Light New York July 3. Blavra.

Northern Light New-York July 19. San June 31.

City of Pitteburg, New-York July 19. San Francisc

City of Pitteburg, New-York July 19. San Francisc

PORT OF NEW YORK, JUNE 22, 1852.

Cleared.

Steamship Wm Pens, Marks, New Orleans, E Lincoln & Co. Ship Eureka, Weish, San Francisco, Chambers & Huiser.

Ship Custello, Watts Bio Island, J W Elwell & Co.

Ship Prince Arthur (Br.) Dixon, Quebec, P & D Fawler.

Bark Maria Magdalena (Dutch), Popkin, Rotterdam, Boenen, Grave & Co.

Bark Antoinette (Sic), Kalla, Rio Janeiro, Chamberiain & Rollingon. Hark Antoinette (Sic), Kalla, Rio Janeiro, Chamberian & Rollisson.

Bark Herrietta Sophia (Br), Ellery, Carribonpoint, T W
Bayard & Co.
Bark Anna Mooka (Br), Payne, St Stephens, J L & D R
De Wolfe.
Brig Regeland (Nor), Jonaven, Stavanger, Funch &
Metinche.

Meinche.
Brig Florence. Gage. Zaza, J W Eiwell & Co.
Brig Zolns, Pratt, Jachaonville M R Carnahan.
Brig Coshnec, Lowry Duboy Ieland, Ladd & Church.
Brig Mary Pierce, Mitchell, Winnington, Del, R P Buck
& Co.
Brig Billow (Br), Stevens, Windsor J S Whitney & Co.
Sohr A J De Rossett, Brewster, Wilsington, Dolner &
Patters

Brig Billow (Br), Stevens, Windsor J S Whitney & Co. Sohr A J De Rossett, Brewster, Wila ington, Dolper & Potter.

Sohr Monte Cristo, Wright, Richmond, Van Brunt & Blaght.

Sohr Goe Vearie, March Prankfort R P Buck & Co. Steamer Eric Norman, Philadelphia, W H Thompson.

Sloop F Brown, Gardner, Providence.

Arrived.

Steamship Alabama, Ludlow, Savanmah, with midse and passengers, to S L Mitchill. June 20.3% PM, Hatterss SW 15 miles, exchanged signals with sohr Virginian, honce for Savannah, and brig Horace Grocely, hoace for Jacksonville; same day, 7 PM. Hatterss N 12 miles, exchanged signals with steamships Florida, honce for Savannah, and Union, hence for Charleston.

Steamship Marion. Berry, Charleston, 54 hours, with midse and passengers, to Spofford, Theston & Ce. Came over the Bar Raturday 7 PM.

Stip A Z, Chandler, Liverpool. May 7, with midse and 250 passengers, to Zerga & Ce. June 2, on the Hanks, spoke fishing sohr Emma C Latham, of Kennebunk, reported fish very scarce; same time, passed Br ship Orinoce, bound & The A Z has had light winds and calum the whole passage, and has had a pilot un board four days.

Ship Rappahasnock, Cushing, Liverpool, May 15, with midse and 500 passengers, to Kergengers, to K Sprague & Son. May 15, off Cork, saw ship Caroline Nesmith, from Liverpool for Philiadelphia; 25th, lat 40 37, lon 37, passed Pr brig Ellen Maria, bound W; June 13, 5 PM, lat 41 10, lon 07 65 W, saw steamship Arrico, hence for Liverpool.

Ship Julia Howard Buikley, Liverpool, May 29, with midse and 250 passengers, to W & J Trapscott & Ce. June 4 lat 4331, lon 44, in a heavy squall from W 4 W, carried away cross jack yard 9th, 5 PM, passed a large steamship with four masts steering E (Great Britain); 11th lat 43 40, lon 58 27 passed Br bip Fame, with emigrants bound W; 14th, 6 PM lat 4220 lon 61, passed a large steamship bound E (the Arctic).

Brig Tybee, Ferguson, Charleston, 4 days, with cores, C Bulkley.

Brig Buena Vista, Deans, Wilmington, NC, 8 days, with

In ber and naval stores. Brig Rio Grande, Porter, Kingston, NY, for an Eastern Brig Rio Grande, Porter, Kingston, NY, for an Eastern port.
Galliot Anna Elizabeth (Dutch), De Jonge, Youghai (Tro-land), 38 days in hallast with 75 passencers to order. June 16, 1st 40 24, 1on 67 22, spoke Br ship Indian Ocean hence for Liverpool.
Schr Matilda (Br), Leblanc, Prince Edward Island, 21 days with oats and potatoes, to A Leary.
Such Chas a Stotson (of New Haven), Miller Elcuthera, 7 cars, with pincapples, to C Ackerly, June 18, Ahacoa 1 white bearing SW 22 miles passed brig J Pittston, teering NW; 19th, 1at 30 34, 1on 77%, spoke whallog brig L Bruce, 1 ung, from Provincetown, 29, unos out clean Schr J Darling (of Brockhaven), Willard, Savannah, 5 days, with cotton, to N L McCready & Co.
Schr South Carolina, Attridge, Newbern, NC, 5 days, with availstores.

Schr South Carolina, Attridge, Newbern, NC, 5 days, with availstories.
Schr Bertha. Burton, Plymouth NC, 5 days.
Schr Henry M Smith, Jenkins, Fredoricksburg, 4 days.
Schr Camilla. Bryard. Brandywine, 5 days.
Schr Tonceta, Euton, Kingston for Boston.
Schr Orion, Iluliee, Boston for Rondout.
Schr Moray Wall, Cutier, 8 days.
Schr Augustus, Hodgden Lubee, 8 days.
Schr Southerner, Pie, Lubee
Schr Morant, Tarbex, Eastport, 8 days.
Schr Roll Herrick, Machine 6 days.

Sohr Southerner, Pike, Lubec
Sehr Monntt, Tarbox, Eastport, 8 days.
Sehr Rio, Herrick, Machias 6 days.
Sehr Rio, Herrick, Machias 6 days.
Sehr Richmond, Pitcher, Calais, 8 days.
Sehr Kedford Loud, Calais 8 days.
Sehr Wedford Loud, Calais 8 days.
Sehr Mary A Rowland, Rayner, Brookhaven for Philadel-Schr May A Rowland, Rapner, Broomaven vor Philadelphia. Schr Ei Borasio, Wass, Columbia Me. 9 days. Schr Ei Borasio, Wass, Columbia Me. 9 days. Schr Ei Borasio, Wass, Columbia Me. 9 days. Schr Eiffrant, Cetton. Millbridge. 16 days. Schr Falcop, Dyer. Millbridge 10 days. Schr Falcop, Dyer. Millbridge 10 days. Schr Falcop, Byer. Bilbridge 10 days. Schr Schr Schraften, Jones, Providence for Rondout. Beige Custine, 40 days from Bremen, with passengers. Smiled.

Steamship Win Penn. Marks. New Orleans; ships Kureka (chirper), Welsh, SFrancisco; Prince Arthur (Br), Dixon, Quebec.
Wind at sunset West.
The report of ship Br ship Enterprise, arrived on Sunday from Liverpool, should have read ship Emigrant. Price R2—The Charleston Courier and Southern Standard will accept our thanks for slips in advance of their regular publications.

Telegraphic Marine Reports.

Bosros. June 22.

Arrived—Ship Seth Sprague, Calcutta; carks Wessacumcon, laves s; itedmone, Norleans; Gen Jesup Pettadepiphis:
brigs Clitton (Br), Liverpoel. Sterling Carcions, itedout,
Alexandria; Jenny Lin d. N'Iori, s hrs Mariette. Gaiveston;
Carcine Grant, Norloik; Susan Huston, and Neptane, Phil
adelphia: Willow, and Beston, do; A Brown. Albany.
Cleared—Ship Southern Cross. Strancisce; brigs Exprisa,
Darrier, Ann Maria, Wilmington NC; schr Star. N'Iork.

Arrived—Br brigs Bander, Card, Nova Scotis; Robecca,
Mernan, do; schr John Benson, do.

Artived—Ship H H Boody, Boston.

Norpole, June 21.

Arrived—Brig Truxillo, N'York.

Herald Martine Currespendence.

Herald Marine Correspondence.

Arrived-Briz Truxillo, NYork.

Hierald Marthe Currespondence.

Philadriphia Jude 22-4 PR.

Arrived-Steamship City of New York, Baxter, Boston; brigs lend, Leeman, Noes; Mary Perkins, Niceserson do; Manisonilo, Beiley Portland, Vincent Stown, Bartlett, Boston; Vintor Fars, Portsmoutt; & hrs. Adam Nervet. Pearce, Guspama PR; Mail, Gobb Provincetown, H W Gandy, Gosfrey, Nicedird; Superb, Reath, No-mon, Uneas, Church, Norwich, M C Turball Paymum, Niork; Wm Colyer, Baymer, Fortbad, Conn. Z Stratton, Haley, Nyork; Jas B Lepaty, Winsmore, Boston; Saml Boutton, Meyobou, do, kith Bassey, Glover, Nyork; Socca, Brown, Nieffer; H W Weilinston Weils, Nyork; Georgia, Pettingell, Savarnsh; Julis, Vangliser, Wilmington, NC, H F Baker, McLaughlir, Charleston; Harvest, Sice, Trinidad, Cuba; Corvilo, Roshand Nyork; Catharine, Baker, Boston; Kilfowsend, Stokenson, Stratton, Sipple Fall River; Paos Patten, Clirk N deafor: J Troman. Tutte, Providence; Hopeton, Delana, Boston; Saraton, Sipple Fall River; Taos Patten, Clirk N deafor: J Troman. Tutte, Providence; Clirk, Now Rochelle; B Frink, Frink, Boston; Bartlett, and Len Leeman, Boston; Schesberg, and Reniebec, Clark, N York; briss Viator, Park, Warren Grown, Bartlett, and Len Leeman, Boston; Schessberg, and Newschild, Saml Bouton, Merchon, Hopeton W Weldington, Wells, Botton; Supers, Roath and J Grouch Tomin, Norwich, Meil, Schop, Weildiedt, R. J Herrer, Kobloson Salem, Wells, Botton; Supers, Roath and J Grouch Tomin, Norwich, Reil, Lend Leeman, Holy, Rishman, A. Jacksen, Brown, Fredience, Z Straton, Hisley, Glover Digition, Editor, British, Cobb, Weildiedt, R. J Herrer, Hell, and Soucca, Brown, Fredience, Z Straton, Hisley, Glover Digition, Editor, British, Robbert, Isabells, Williams, Pawtucket, Saratega, Stople, R. Monish, and Late, Fink, Robbert, Isabells, Williams, Pawtucket, Saratega, Stople, R. Monish, and Hortish Boston; Robbert, Bostols, Williams, Pawtucket, Saratega, Stople, R. Monish, and Hortish Boston; Robbert, Saratega, Stople, R. Michallancous.

Ship Kate Hayes (of

At Caline May W Sarah, of Edgartown, before reportedput in leaby, for sails.

Besed from Feb & Garland, King, MB, 70 op (since repost
d in March, oil not stated).

Spouss—June 5, of Turtugue, sohr A Nickersen, Hilliard,
of Provincetowa, 15 w th

Foreign Powts.

Ballant, May 15—Arr bark Fanny Major, May, NVork Api
7, for Sfrancisco, with loss of fore topmast, &c; wend repair and proceed in a few days.

BoxDavx. June 2—Sid Lodebar, Skinner, Philadelphias
Ortoro, Colburn, NYork; 4th, Maivina Cenard, Leberque,
Sfrancisco. BORDEAUX. June 2—Bid Lodebar. Skinher. C. Colburn. NYorky eth. Maivina Conard. Lebergue. Strancisc. Lavica, Tindle, and Entaw. Mayn. for NYorky Mary Dals Davis. for Philadelphis; Commerce, Sublates, for Charleston; Euna for NOrleans; Sharoa. Brooks. and Sean. Carver, for do Oceanies, Saula, and Lancaster, Caves. for do; Klins. Bourricant, do. Call. And. May 27—Ship Tyrone. Butler. with guace. diagrams. Call. And. May 27—Ship Tyrone. Butler. with guace. diagrams. Call. And. (from Efrancisco) chartered to load guace for United States; Gen Wool. Ridgeway, for Sfrancisco, ready, with gugar and passengers.

Blares; Gen Wool, Ridgeway, for SFrancisco, ready, with sugar and passengers.

CHINCMA ISLANDA, about May 25—Ship Castillian, Graves, idg guane for Hampton Roads and ord re, CIUDAD BOLIVAR, May 4—Brige Oronoce (Ven), from Nyork use; Greated Ven), free CHINFUXGOS, June 10—Brige P R Curtis. Stover, for Beaton ready: Sarah Williams. Gott, from and for de abb lich; LW Maxwell Farsham for de 18th. Arcadian (Br), Lock-hart, for de 19th Mayar. Havener, for de ready, detained sines 8th by bead winds. Havener, for de ready, detained sines 8th by bead winds. Campbell, for Philadelphia 15 days; brig Stephen Young, Gray, dieg: New Warld, Antheny, wtg carge; den Marion, Bibber, de, suppessed for Beston. ELEUTHERA, June 15—Sohr M L Wedmore, Wedmore, for

Absent Quebeo.

GRAVESEND June 5-Sid ship Sir Robt Peel, MYork; Ytk,
Helen, M'Gaw, Cardiff.

GONALVES. June 4-Sohr Tiegs, Crowell, for NYork

oxens Borland, for NYork, ldg molasses at \$2.50 per bbd, os pacity \$400 baxes

Nawyort, June 5-51d Ida, Haines, Sfrancisco.

Nawyort, June 5-51d Alfred, Jubert, NYork.

Pina Blanca (Chile), May 6-51d bark Isabella, Humphrev, (from ports above) Boston.

PORT AU PRINCE June 4- Bark Chas A Lex, Happer for Philadelphia 6 days; brigs Isabella Rees; Rice, from and for Nyork, wix cargo, Clark Wiesor, Holmes from and for Bestan, Bray, from and for Nyork, about 15 days; sham. Danam from Jack-cowille, dieg to load for NYork, 31d May 28, schr A Parker Jr. Hall, Boston.

Rochekle, June 4-Sld Ac Hill Cartis, NOrleans: Amian, Summon, NYork; Dos Traub, Laurens, de and Baltémore.

Fro. 8 Lanca (Chile). May 5 -81d bark Leabells, Humburg steering E (Great Britain): 11th list 43 d, load 56 T passed a large steenaship bound & (16th, 16th). The steering of Great Britain): 11th list 43 d, load 56 T passed a large steenaship bound & (16th, 16th). The steering of the st P Reeves Roeves, WYork. Sid ship Bombay; barks Geor-ana J Duvali: brige Challonge, J L Whipple (net Satur-ay) Brig R Patterson sid on Saturday. BAN GOR, June 19—Arr brig Ella, Bryant, NYork. CHARLESTON, June 18—Arr steamship Isabel, Rolling, lavana and Key West; brig Palo Alto, Spencer, Havana

Havana and Key West; brig Pale Alto, Spencer, Havana days.

19th, A M.—Arr steamship Jas Adger, Dickinson, NVerk,
19th, A M.—Arr steamship Jas Adger, Dickinson, NVerk,
10d Briship Micmae, Aule, Glasgow bark Jasper, Hasty M
Vork; Sp brig Victoria, Julia, Barcelona; Sp pelsere St Antonio, Dural, do: sohrs Aid, Lealie, West Indies; Plantez,
Reynelds, Providence,
BPIGHTON, June 17.—Sid schrs John Compton, Sharp, Philaderphis: 12th, John Randelph, Baker, de (or Gardiner, necording to wind)

DANVERS, June 17.—Arr schrs Star, Nickerson, Philacipia, Cast Tum, Tinker, de; Cadet, Barrett, NYork,
Fill River, June 20.—Arr schr Jonedale, Philadelphia
for Frovidence, Sid 19th, sohr Matthew C Durfes, James,
Baltimore.

or 'revidence. Sid 1988, sonr Massace C Duries, James Baltimore.

LEWES, June 21, 6 P M - The bark Levart bound out, ame to harbor this atternoon. A bark and nine sohrs are ow heating out. A bright in sight coming in. The Levant on the sohrs are the only vessels in harbor. Wind fresh from the S.

LUBEC, June 16—Arr schrs Leopard, Wilson, and Poossact, Fanning, Magdalen Islands. Sld 18th, sohrs Turk, Fellow, North fr. in the S.

LUBEC, une 16—Arr schrs Leopard, Wilcox, and Pocasat, Fanning, Magdalen Islands. Sid 18th, sonrs Turk, Pellock NYork

MOBILE, June 14—Arr bark Elizabeth, Young, NYork, Cid ships Bianchard, Lawrence, Havanas, Marathon, Barbour du; schr Native Mott, Gelverton.

15th—Arr ship Washington (Br), Willie, Liverpool; brige Peconic, Parks, Philsdeiphia; Billow Flines, Boston; schr Julia M Ballect, Ackley do. Cid ships Wm Wirt, Sampson, Laverpool; Columbiana Mallett, NYork

NEW ORLEANS, June 14—Arr barks Arondal (Norw), Peulson, Bordeaux 44 days, Harrist & Martha Ellems, Wilnington, NC; Admiral Browning (Srem), Poppe Bremon 46 days; Almede, Brewer, Cardiff W. 66 days; brigg Lida (3p) Casas, Bavana 6 days; Deiphine (Swed), Filkinneary, Rio Janeiro 54 days; and Juna Nic, 2d insk; schrs Thos Pearson (Br), Ruatan Island 4 days; Mary Ellen, Est Havana 6th inst; Amphiritie Fillets San Juan, Nic, via Ruaran Island, 12 days, Below, coming up, ship Chas Malley, 33 days from Rio Janeiro Cld ships Algedonaro (Sp) Schravella, Barcelona; Asia, Maxwell, Liverpool; St Lawrence, Brown, North, Barken, Meley, Boston; Ardennes, Lembert, Marreilles; Indiana, Wasta, Coperto, Quincebau, Jonithe Stordeaux, Juria, Stories, Sardeaux, Strip, Schram, Schram, Schram, Schram, Schram, Schram, Schram, Schram, Strip, Schram, Sc

betta (Brl), Rynar Preston, E. brig Nova Providencia (Sard) Prulie, Marscilles; soft E. wed Barnard, Stona, Tampico, Below, coming up, steamship Benj Franklin, from Nyork
Towed to sea 6th, ship International, and hark Delphos; Tth, ships Lifton, Now Ecaland bark Almira: Sth ship President Smitch bark Acades
NEW bet Acades
NEW bet Acades
NEW bet DFORD June 19—Arrachre G. H. Montague, Mr., Rio Jaceiro May 16 with cil and whichone on freight (see Whalener); Thos B Smith, Albany; W Falmouth Burbana's Point, NY, Emnire H. Adams, Nantacket for Buttimers
Arr 21st, selve Eviza Jano, Barnard, Norfolk; Geo Gibbs, Gibbs, Philadelphia;
NEW burk' 1'USET, June 19—Arrachre Mary Clark, Chesver Philadelphia; 20th, Jew. do.
NEW HAVEN, June 21—Arrachres Interits, Wright, Allany; B. N. Fox, Parker, James Hiver; shop Tantivity Bursent, Albany; Sid brig Atlantic, Duell, Garbadess; schrifter of Elim City, Nyuel; Harrach do.
1'HILADEL PHIA, June 21—Arrachre Rio, Grande Ryan, Liverpoo, 60 days bark Sect. Dyer, Tabasbury, Romarios, Britale Montage, H. Crowell, Previdence, Renows, Hang, G. Wes, do, Factor, Hardy, G. Perfect, Roman, Providence, Sarah Elizabeth, English Lyon, do; Lady Sufficient, H. Martin, H. W. Guttry, Necket, Burner, Westchoter, H. W. Guttry, Necket, Burner, Westchoter, Providence Sarah Elizabeth, English do, Watton, W. Wester, Hunter, Westchoter, Henry Law, H. W. Wester, Hunter, Westchoter, Henry Law, H. W. Wester, Hunter, Westchoter, Philadelphia sloops Henry Castoff Aspieby, and M. Kee Wilse and J. R. Stechman, Clinton P. Hudelphia, Expedire Rache, Plane 19—Art Schot, M. R. Povidence, Sarah Elizabeth, English do, Watton, G. Berry, Sharp, Philadelphia, sloops Henry Castoff Aspieby, and Expedire Racher, James Hand, Parsone; Jaw M. Kee Wilse and J. R. Stechman, Clinton P. Hudelphia, Expedire Racher, James Hand, Parsone; Jaw M. Kee Wilse and J. R. Stechman, Clinton P. Hudelphia, Sandy, Philadelphia, sloops Henry Castoff Aspieby, and Keen Albany; Peinree, Pewier, Nyork, Sia schra J. W. Pewan, John Avley, Clare, Nachase, p

NVerk.

NVerk.

18th-Cid bark Zien, Revnolds Boston sobre J F Brown,
18th-Cid bark Zien, Revnolds Boston sobre J F Brown,
Cobbest Havens Sid bark retor Demill thew, NVerk.

SALEM June 19-Arr sobre Coral. Staples NVerk via
Boston 20th Win Pollard Romball Philadelphia.
WICKFORD June 19-Sid sobr arion. M'Laughita, Norfolk Bark Mary R Berney, from Providence for Milanau,
went out whis morning, but retorned in the stangeous, wind
head (and remained PM 20th).

Passengers Arrived.

CHARLESTON—Steamson Marien—Hee, G W Crawford and lady, Mesa & E Crawford, Miss J M Crawford, Miss J H Crawford, Miss J H Cornwford, Miss J H Conview, Miss K E Furnals, G Georgia, C Zoghann, G M Newton, R H Johnson, J C Willingers, C Zoghann, G M Newton, R H Johnson, J C Willingers, J Armecho J M Coleras, F Durish, B Battr delia, H & Shuch, H Jong R F Oferson, L Lauren, Mr. St Grimall, Miss C Dunkan, Miss J Robert N Horels, and hely, Miss C Dunkan, Miss James, Miss Johnson, M Urris and hely, Miss C Dunkan, Miss J Stemma W H Creek, Mr. Colera, Mrs Knight, Miss C Dunkan, Miss J Stemma W H Creek, Mr. Colera, Mrs Knight, Miss Dodd, Mis atkinn, T H Austin J B Wright W E Seabrook, J S Seabrook, Miss J Scabrook, Miss E Etiding and servant, Mrs W Seapricok and servant, J C Thornton, 1817 and two clitters, of the Research, Mrs W Grant College, B Hottenberg, G J Fyrrest, indy, three children, of reils, B Hottenberg, J C Thornton, 1817 and two clitters, of the seams of the Mrs Misson, Mrs W Seamship Alshams—Miss Larred Mrs W Hesen, Mrs G B Rood Mrs Thomas and child Mrs Recombine and servant, New H O Wyer and indy, Myer, Mass Hellis, J L Wecks lacy, child and servant, Mrs A Pottor two children and servant, J H Lowe, Indy, two children and servant, J H Lowe, Indy, two children and servant, Mrs Myer, Mass Hellis, J H Lowed & Wilcox, S M Wilcox, 6 D Scovell, W Crawder lady and child L C McRae, C Brock-way Mrs Turtton, Miss Induced C Wilcox, S M Wilcox, 6 D Scovell, W Crawder lady and child L C McRae, C Brock-way Mrs Turtton, Miss Induced Mrs W H Morton S Clarke, R Done ing J B Gooper J W Newtis, W H Morton S Clarke, Rev D Saxton, J V Eward, C O'Conner, E T Blitting, J G Burrill N K Barnum, J B and Mrs Mrs My Bonner, B C Harder, Child and sevant, Mrs Higgins, Mr W House, S G Steater, Sevant S B S Risharda Miss J H Taylor.

Savanyau—Bark Barwest—Mesar Mattin and K-tiy—24 in the steerage.

Passecusyon Scalled.

Passengers Salled.

Naw OBLEANS—Steamship Wm Poon—Mr Bass, Miss La-han, Mrs Smith Mr Coyosut and two children, Mr Shaw, F a Githeon T Da Cesta, nife and four children, W Gunals—18 in the effection.

A PEVELATION, GIVEN IN LETTERS OF FIRE!

"Go! scarcely let time intervene. Escape the
vales of death. Pass from beneath the cloud of
magnetic human glory. Flee to the mountains
winther I direct. Rest in their embrace and in a
place fashioned and appointed of old. There the
dark cloud of magnetic death has never rested. For
I, the Lord, have thus decreed, and in my purpose
have I sworn, and it shall come to pass. Time
waiteth for no man.

"Far above the power of sin a storm is gathering
that shall sweep away the refuge of lies. Come out Ohio was as follows, viz.:—
In the district of Pittsburg, 112; of Wheeling, 46, of Cincinnati, 111; of Louisville, 61; of Nashville, ment.
On Thereday morning, June 22, after a lingering illness, David Pression, in the 61st year of his age.
His relatives and friends of the family, also the members of Stanton Street Baptist Church, are respectfully invited to attend his funeral from nie late residence, No. 5 Sheriff street, this afternoon, at 20 clock. His remains will be taken to typeres Hills.
On Tue-day, June 22, Mary Anne Gaffrey, aged 1 year 8 months and 5 days
The relatives and friends of the family are respectfully invited to attend her funersi, from her father's residence, 161 Twenty fifth street, between First and second avenues, this afternoon, at half past 20 clock.
After a short libres, Patrick Brady, in the 105th year of his age and the friends of his son. Michael Brady, niso of his daughter. Mrs C. Hares, are invited to attend his funeral to morrow afternoon at 4 clock, from the residence of his daughter 134 Greene street.
On Monday morning, June 22, and the United Sia es Hotel, Birs. Malcans, wife of Captain George and cher, of ship Sarsh Pucing on, and 30 years
Eath and Portiand papers please copy.
On April 23, at rea, off the coast of Peru, on board than Indicates store ship Southsmpton. John Taymsull.
Lannar, of Norwich, Connecticut, aged 31 years ment. On Tuesday morning. June 22. after a lingering illness, Was as follows, viz:—
District of St. Louis, 131; of Memphis, 3; Vicksburg, 6; New Orleans, 113.

The distribution in the basin of the lakes was as follows, viz.—